



# Mass transit expansion proposal

On November 4, 2008, residents will decide whether to expand mass transit in the Central Puget Sound region. The Sound Transit 2 Plan responds to immediate demand for transit expansions by delivering a 17 percent increase in express bus service in 2009. It achieves a 53-mile regional light rail system, five years sooner than earlier proposed. The plan responds to the more than 15,000 public comments Sound Transit received this year and gets ready for the region’s projected population increase of 1.2 million by 2030.

## LINK LIGHT RAIL

Adds 34 miles of light rail to the Link system that opens for service between downtown Seattle and the airport in 2009 and to the University of Washington in 2016:

- North from the University of Washington to Northgate, Shoreline and Lynnwood
- East from downtown Seattle across Interstate 90 to Mercer Island, Bellevue, Overlake Hospital and Redmond’s Overlake Transit Center
- South from Sea-Tac Airport to Highline Community College and Federal Way at South 272nd Street
- Link connector service serving Seattle’s International District, First Hill and Capitol Hill.

Expands light rail with a partnership to extend Tacoma Link beyond the downtown area.

## SOUNDER COMMUTER RAIL

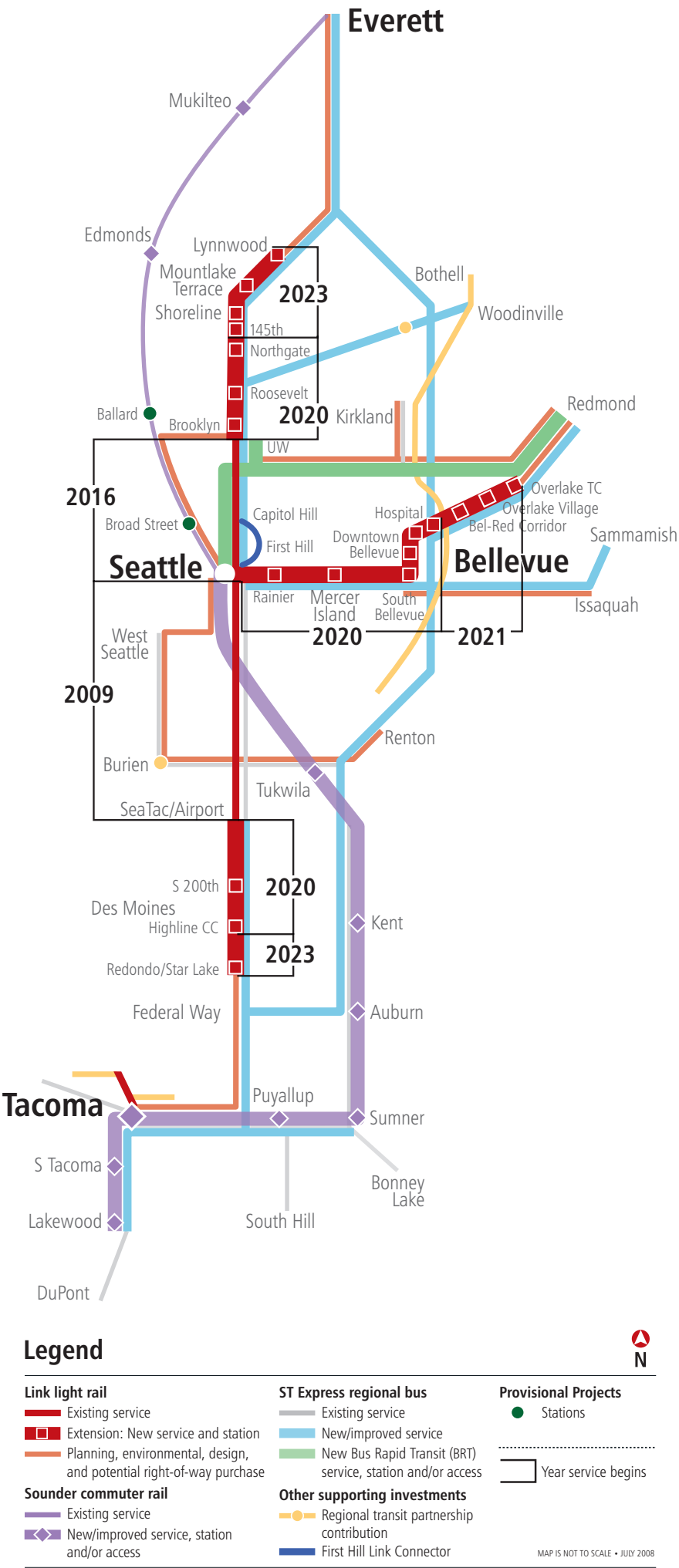
Increases Tacoma-Seattle Sounder commuter rail service by adding four new daily round trips and by increasing platform lengths to accommodate longer trains. This increases passenger capacity by 65 percent to meet strong rider demand in the corridor, providing reliable and congestion-free travel as population growth continues to worsen roadway congestion. Includes two provisional rail stations at Broad Street and Ballard that can be implemented subject to the availability of additional funds.

Contingent upon negotiations with BNSF Railway.

## ST EXPRESS REGIONAL BUSES

Expands regional express bus routes serving the region’s busiest housing and job corridors; more buses will be in service quickly to provide near-term relief while capital projects are under construction. ST Express buses operate from early morning to late at night, traveling on existing freeway HOV lanes. The draft plan boosts service with:

- Rapid delivery of expanded ST Express service, with an increase of 17 percent in 2009
- Service increases of 10 to 30 percent in key corridors, with reinvestment of existing services as rail services come on line
- Expands Sound Transit’s bus fleet by 25 percent
- New Bus Rapid Transit service on SR 520 to coincide with bridge replacement and tolling.



LINK LIGHT RAIL FEATURES

In addition to extending the Central Link light rail line with 34 miles of new light rail, the package supports moving forward rapidly with further extensions to Tacoma and Redmond in a future phase by funding environmental review, preliminary engineering and early right-of-way purchases. The package also includes planning for a future extension to Everett.

Fast, frequent service

Environmentally friendly electric light rail trains operate in their own right-of-way, providing fast, reliable service that isn’t delayed by congestion. Trains will run 20 hours per day and every few minutes during rush hours.

Ample room to grow

System capacity can be expanded to meet long-term needs from continued population growth by running trains as often as every four minutes with up to four cars, each train carrying up to 800 riders, for an hourly capacity of up to 12,000 riders in each direction. Stations will act as hubs where riders transfer from buses onto congestion-free light rail service. Per passenger, light rail systems are on average 37 percent less expensive to operate than buses.

Sample light rail travel times	
Microsoft to downtown Bellevue:	11 min.
Northgate to downtown Seattle:	15 min.
Bellevue to Qwest Field:	20 min.
Lynnwood to UW:	21 min.
Lynnwood to downtown Seattle:	28 min.
Highline C.C. to Safeco Field:	37 min.

IMPROVED STATION ACCESS

Provides funds that will allow more people to access regional transit services at key locations. Access improvements in Auburn, Edmonds, Kent, Lakewood, Mukilteo, Puyallup, South Tacoma, Sumner, Tacoma and Tukwila will be tailored to the needs of each location and may include:

- Expanded parking
- Pedestrian improvements at or near stations
- Additional bus/transfer facilities for improved feeder service to stations
- Bicycle access and storage at stations
- New and expanded drop-off areas to encourage ridesharing.

EASTSIDE RAIL PASSENGER PARTNERSHIP

Provides funds for a potential capital contribution to a partnership for Eastside passenger rail operation on freight right-of-way there. Sound Transit and the Puget Sound Regional Council are currently evaluating the potential benefits of passenger rail operation on this corridor.

PARTNERSHIP PROJECTS TO IMPROVE MOBILITY

Contributes funds to complete projects in conjunction with other parties that will improve access to transit and travel times:

- Tacoma Link extension
- Bothell transit center/parking garage
- Burien parking garage.

RESPONDING TO REGIONAL GROWTH

Continued growth in the region’s population and employment puts increasing pressure on our

transportation system. The draft plan responds with targeted investments that provide new and expanded transit options to improve near-term and future mobility for people who live and work here. In 2030, 70 percent of the residents and 85 percent of the jobs in the Sound Transit District will be within easy access to light rail or commuter rail, either on foot or via a transfer-free bus ride.

Estimated growth by 2030	Population	Employment
Bellevue	+24%	+39%
Burien/Tukwila/Renton	+16%	+34%
Capitol Hill/Queen Anne	+20%	+23%
Downtown Seattle	+79%	+24%
Everett	+25%	+38%
Federal Way/Auburn	+17%	+33%
Kent	+35%	+30%
Lynnwood/Edmonds	+34%	+50%
North Seattle	+13%	+29%
Redmond/Kirkland	+26%	+40%
South Seattle	+7%	+29%
Tacoma	+18%	+28%

[Summary Needs Assessment, Parsons Brinckerhoff for Sound Transit, January 2008]

PROTECTING OUR ENVIRONMENT

With transportation the region’s largest contributor to greenhouse gas emissions, one of the most important things people can do to reduce their carbon footprints is to use public transit. This package would bring about 147,000 more daily riders to regional transit services in 2030, increasing ridership by more than 20% over what it would be without transit system expansion. It would reduce greenhouse gas emissions by 99,550 metric tons of CO2 equivalents per year.

RIDERSHIP

This draft plan takes thousands more cars off roads, with expanded train and bus services moving people through the region’s most congested corridors.

2030 Estimated Daily Ridership

Service	Without Plan	With Plan
Link light rail	124,000	286,000
ST Express buses	52,000	48,000
Sounder commuter rail	19,000	24,000
Total	195,000	358,000

Figures reflect near-term demand. Actual long-term system capacity will be much higher. Figures are preliminary and subject to refinement.

PLANNING FOR THE FUTURE

Funds several studies of future expansions: extensions of light rail from Lynnwood to Everett, UW to Ballard, Ballard to downtown Seattle, West Seattle and Burien, and Burien to Renton; and future high capacity transit services to Issaquah via I-90, along the I-405 corridor, and from UW across SR 520 to Redmond.

PAYING FOR EXPANDED SERVICES

- 5/10 of one percent sales tax increase, or five cents for every \$10 retail purchase
- Typical new cost per adult is \$69 annually
- Continuation of existing *Sound Move* taxes (0.4% sales tax and 0.3% vehicle license tax)

COSTS	2007 dollars	Year of expenditure*
Capital costs	\$9.1 billion	\$13.5 billion
Operating & maintenance (2008-2023)	\$1.2 billion	\$1.8 billion

Cost estimates as of 7/21/08, subject to revision.  
\*includes inflation